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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

CD NO.

COUNTRY USSR (Belorussian SSR)

DATE DISTR. 19 Dec 1949

SUBJECT Airfield of Vitebsk

NO. OF PAGES 2

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PLACE  
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DATE OF INFO [REDACTED]

SUPPLEMENT TO  
REPORT NO. [REDACTED]

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July to Fall of 1944

1. The airfield on the southeastern limits of VITEBSK (30° 12'E/55°11'N) had been destroyed by the Germans. After occupation by the Soviets the field was reconditioned and made serviceable. Most of the reconditioning work was done on the runway and the landing field, which had been damaged by bomb craters.

The two crossing runways extended SW to NE and SE to NW. The runways had a 10-inch concrete layer of 3 x 3 foot slabs. The SW-NE runway was mostly used, being wider than the other. Both runways extended to the edge of the field. A concrete taxiway circled the landing field.

There were no hangars.

Spring of 1949

The following aircraft were parked on the western edge of the airfield: Five to six biplanes and six to ten fighters with short, clumsy fuselages. A three-engine aircraft landed at the airfield three times a day.

Spring of 1949

[REDACTED] parachuting over the airfield, first done from captive balloons, later from three three-engine aircraft not stationed at the field. These practices were usually done for eight-day periods with longer intervals between.

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a. The information on the location and reconditioning work at the VITSBOK airfield is considered credible. From casual observations made during the spring of 1949 no definite picture of the occupation of the airfield is obtained. The information on parachuting from captive balloons indicates that groups of paratroopers are regularly trained there. This assumption is supported by the observed parachuting from transport aircraft.

b. The VITSBOK airfield is probably also used as a commercial field.

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